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63-2

Hongkong Daily Press.

ESTABLISHED 1857.

No. 17,238.

號八十三百二千七第

日四初月七年丑癸

HONGKONG, TUESDAY, AUGUST 5TH, 1913.

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Hongkong, 9th June, 1913. [752]



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Hongkong, 24th April, 1913. [699]

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Hongkong, 21st March, 1913. [480]

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Hongkong, 17th April, 1913. [589]

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8.00 " " 10.00 " "	" " " "
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11.30 " " 12.45 p.m.	" " " "
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1.15 " " 1.45 " "	" " " "
1.45 " " 2.15 " "	" " " "
2.15 " " 5.00 " "	" " " "
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Hongkong, 1st April, 1913. [528]

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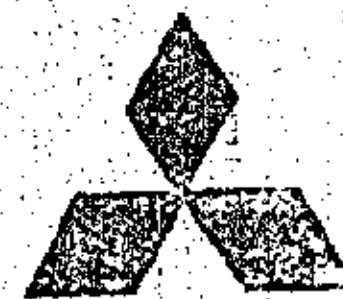
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Lifting Power	7,000 Tons.	12,000 Tons.
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Floating Sherricks, capable of lifting 40 tons weight.

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Hongkong, 28th May, 1913. [720]

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A FIRST CLASS HOTEL.

Central Position for Tram and Ferry.

Electric Lifts.

Electric Fans.

Hot and Cold Water.

Latest Improvements.

Reasonable Rates.

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H. HAYNES,
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GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
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ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and
is now luxuriously furnished and up-to-date
in every respect, situated in the most central
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CUISINE ENTIRELY UNDER EURO-
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MEETS ALL STEAMERS. Monthly Rates
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Telephone No. 107.Telegraphic Address: "COMFORT,"
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1,400 FEET ABOVE SEA LEVEL.

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Mrs. F. W. WATTS,
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Telegraphic Address: "Victoria, SHAMEN."

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WM. FARMER,
Proprietor.

1st January, 1913. [742]

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Hongkong, 16th April, 1913. [584]

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It is invaluable for Cleaning Jewellery, Silver, Plated Ware, etc., etc.

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Gives immediate relief, and acts as a sure preventive.

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As ANTI-SEPTIC for cuts and sores.

In Tins 50 Cents and 25 Cents.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

BIRTHS.

JONCKHEER.—At 23, The Peak, on 4th August, the wife of J. JONCKHEER, of a son.

MEYER.—On the 29th July, at Shanghai, Mrs. V. MEYER, of a daughter.

HONGKONG OFFICE: 104, DES VORSES ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 5th, 1913.

We remember seeing some time ago a cartoon illustrative of the new hopes supposed to be dawning for China with the revolution. At the foot of a plinth or pedestal were grouped figures emblematic of the struggle—wounded and dying soldiers—while above stood, side by side, a representative of Young China and a Chinese woman with an infant clutching at her skirts. The woman stood, with uplifted hand and eyes raised to heaven, and, with a dignity of pose worthy of a Roman matron, welcoming the advent of the new era. Beautiful as was the conception set forth by the artist, his cartoon really portrayed one of the defects common to and inherent in the Chinese and other Oriental races, and foreshadowed the impossibility of the speedy birth of a new China with a civilization worthy of a modern State. A moment's thought was sufficient to make apparent the gulf between the Chinese woman of the cartoon and her of real life, and all the elevation of life and sentiment implied in the attitude in which she was shown by the artist served only to make the contrast with the real woman of China all the more painful. It is a truism that the degree of civilization of a country may be judged of by the status of its women, and on this basis what we are to say of a country where female education is in so backward a state, where girl slavery is rampant, and where, as shown in a recent case in Shanghai, concubinage and the purchase of secondary wives is recognised

as a legal practice? The President himself has admitted that the most pressing problem before the country is that of the education of women; but it must be confessed that the Ministry of Education does not appear to share this view, for, beyond a passing reference to co-education, the recent Central Educational Conference seems to have given no attention to the subject. The Ministry would no doubt urge that its new scheme is to be universal and to apply to girls and boys alike, but, even if that was the intention when the scheme was drafted, it is safe to assume, in view of the recent history of modern education in China, that local educational authorities will not on the assumption that, unless the contrary is expressly stated, the word "child" includes those of the male sex only. There is, it must be admitted, very much to excuse this attitude, for the supply of teachers for girls' schools would be totally inadequate if they were to be established on a universal scale. It was probably this consideration that induced the Conference to make so radical a proposal as that for co-education, but the impracticability of a solution on those lines is apparent. The one ray of hope in the whole situation is the fact that the need of education for the women and girls of China is officially recognized, and that it is realized that even they are intellectual beings and not mere domestic animals of the human species. In proportion to the need, lamentably little has been done, and for even that little the Chinese themselves can scarcely claim the credit, which rightly belongs to the English, American and other missionaries who have been the pioneers and have done such notable work in this field. None the less, even this little constitutes an immense advance from the traditional attitude. Up to a few years ago, the last word on the subject had been said by the sages of antiquity, and it was the rankest of heresies to disagree with such a statement as "Rearing the silk-worm and weaving cloth are the most important of the employments of a female; preparing and serving the food of the household, and setting in order the ancestral sacrifices, follow next in order, and each of these duties must be attended to. Study and learning can fill up the time after these." It is no small step from this to the President's recognition of the urgent importance of female education, or to the request made by Chinese officials to a missionary body to establish a school for girls, the officials themselves guaranteeing all the expenses. Recognition of the need, and one or two isolated requests for assistance, do not, however, carry us far towards the meeting of that need. Even in male education China has still very much leeway to make up, but a comparison between what has been accomplished or attempted in this field with similar efforts in respect of female education would indicate that the latter branch of the development of the Republic has not aroused nearly as much enthusiasm as the former. The reason is plain: the education of the rising generation of manhood has always occupied a prominent place in Chinese affairs, and there was some basis on which to work, but the state of female education was almost that of a clean slate, and the outlook was certainly one to discourage any but the most zealous. On the other hand, the general status of women in China might have served as an additional incentive, for all the evils to which we have alluded can be eradicated only by a general elevation of the sex, such as would follow inevitably from general education. Again, the obstacles to the education of women are in the main of the same sort as confronted China in her boys' schools, the chief being the lack of qualified instructors. This is being gradually overcome in the one case, and will become less and less as years advance and the educated men of China form a larger proportion of the population; and it would be also in the other case, if only the problem were tackled with real determination. Nothing could be more inefficient than were (and still are) some of the new boys' schools, but they must improve in the natural order of things, for even from such poor instruments there will be developed a generation that have some modicum of education unpossessed by their parents. If the same were to be done in respect of female education—if schools of any sort were set up everywhere—the immediate fruit might be scanty, but there would grow up a generation of women to whom the idea of education would be familiar, and who would be less and less tolerant of inefficiency therein. We do not advocate the establishment of inefficient schools as such, but even they would be better than nothing and would nourish the seed that would, after many years, come to full fruition. But alas! it is to be feared that in this as in so many other matters, lack of funds may constitute, for the present, an insuperable obstacle.

The English mail of the 5th July was delivered in London on 2nd August.

Yesterday morning a telegram was received from the Manila Observatory reporting a typhoon South-West of the Bonin Islands, moving N. E. or E. N. E.

A Washington telegram in the Manila papers says that "Resident Commissioners Manuel Quezon and Manuel Earnshaw having accepted the designation of Oscar Terry Crosby as governor general of these islands, his appointment is now deemed to be almost unquestioned."

It is announced that from October 28th, 1912, when the interest and responsibility of the late Mr. J. H. Lewis in the old-established firm of Messrs. Douglas, Lapraik & Co. ceased, Mr. H. P. White became, and now is, the sole person carrying on business under the said firm name.

A notification is published by the Green Island Cement Co., Ltd., that they have purchased the steamer *Consuelo*, 1,917 tons register, formerly owned by Mr. E. S. Daniels, of Manila, and have applied for permission to change her name to *Chingchow*. We understand that the steamer has been purchased for the conveyance of lime stone supplies from Indo-China or elsewhere.

HONGKONG LAWN BOWLS LEAGUE.

The return match in this competition was played between Taikoo and Kowloon at Quarry Bay on Saturday and resulted in a win for Taikoo by 18 points. One of the features of the game was the scoring of Ferguson's team against Russell's. In both the 13th and 14th heads they scored 7 points, taking the game from 11-10 in favour of Russell to 14-11 in favour of Ferguson. Teams:—

TAIKOO.	KOWLOON.
Dinnin	Hall
J. Weir	Alexander
Wotherspoon	Cropper
Dorrington (Skip) 22	Harvey (Skip)
Worth	Frost
Drummond	Taylor
Perrie	Crawford
Ferguson (Skip) 29	Russell (Skip) 18
Bateman	Whibley
Dickie	MacDonald
Hamilton	Lambert, W.O.
Scott (Skip) 23	Milroy (Skip) 17

CHINESE FEATHER TRADE.

The United States Consul at Hongkong reports that the export trade in feathers from China, which has grown to material proportions in recent years, was interfered with somewhat during 1912 by high exchange. The total exports of chicken and duck feathers from all China runs from \$850,000 to \$875,000 in value yearly. Hongkong handles about half of those exports. Germany takes directly fully a fourth of the whole, and Belgium and Great Britain also are good customers. Exports to the United States have generally been made through Hongkong, China's direct shipments usually not exceeding \$10,000 to \$12,000 annually. The feather business in Hongkong has come to be a somewhat important industry. Feathers are collected in material quantities from all the coast ports of China, though chiefly from the Pearl River delta and West River points, which supply a third of the total exports of feathers from all China. There are several establishments in Hongkong for sorting, staining, cleaning and baling the goods, and the industry is upon a well-established basis with considerable stocks on hand at times. In the local establishments the feathers are gathered from the interior in rough bales. They arrive in more or less unclean condition and are sorted and graded and then steamed and dried by fans. They are then pressed by hydraulic power into bales of 12 pounds (200lb.) net for export. There is only one grade of chicken feathers now exported from Hongkong, but duck feathers are graded into four classes, Nos. 1 to 4, and come as a rule, from Canton, Nam-hing, Pak-kai, and from various points in Kwangsi, respectively. Goose feathers come in two grades, "white" and "gray." It is interesting to note that the market for feathers depends to a large extent upon the rice crop. When there is an abundance of rice the farmers in the producing centres can afford to keep large flocks of chickens and ducks and the quantity of feathers available for export increases accordingly. The feather season in Hongkong commences in October-November, when the slaughtering of ducks for canning and drying purposes for Chinese use begins, and generally the lowest prices of the year obtain at that season. The trade has been comparatively dull for some time owing to the high exchange value of silver which has caused the gold price at which feathers can be profitably handled in the United States and Europe to represent too low an equivalent in silver in China to make trade possible. With the fall of exchange experienced in the past few weeks, however, the movement of the product is increasing. The supply of feathers available in China is very large, depending almost solely upon prices. Any material increase in price at any time—a lowering of exchange has the effect of increasing prices in silver to the Chinese producer and of lessening the cost to the American importer—is followed by immediate increase in production or of collection from the interior at exporting points. Prices reported at present in this market, net c.i.f. New York, are as follows, in gold, per lb.:—Chicken, 7.6 cents; duck—No. 1, 19.7 cents; No. 2, 18.7 cents; No. 3, 16.7 cents; No. 4, 15.7 cents; goose—No. 1, 23.3 cents and No. 2, 19.8 cents.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKANS.

PROGRESS TOWARDS A SETTLEMENT.

LONDON, August 4th. The Bulgarian counter-proposals to those of the Allies, in regard to the new frontier suggest that the boundary start near Djumalhala and terminate at the Gulf of Orfange, including within Bulgaria Epirus, Kratoro, Kochang, Ishtia, Doiran, Serres, Drama, Demirhisar, and Kavalla. The Bulgarians refuse to pay an indemnity or enter into an undertaking regarding the Aegean Islands.

Diplomatists regard these terms as the maximum, and are of opinion they will be probably modified. They expect that peace will be signed on the basis that the points upon which an agreement has been reached shall be reserved for the decision of the Powers.

A telegram from Vienna says that the Bulgarian counter-proposals are considered as ridiculous as those of the Allies, and exorbitant, but it is expected that modifications in the Greek and Serbian demands will encourage the hope for a successful settlement without the intervention of the Powers.

The Serbian and Greek demands at the Bukharest Conference are considered as altogether unacceptable. The majority of the Powers are in favour of Bulgaria obtaining Kavalla, together with sufficient hinterland.

A message from Bukharest says that the Bulgarian and Roumanian delegates have finally agreed in regard to the frontier and other Roumanian claims. Bulgaria undertakes to raze the fortifications at Rustchuk and Shumla. The Bulgarians and the Serbians and Greeks have up to the present been unable to agree to the frontier. Therefore Roumania will propose the extension of the armistice for three days.

MORE TROUBLE FOR VENEZUELA.

A BOMBASTIC DECLARATION OF WAR.

NEW YORK, August 4th. A telegram from Caracas states that ex-President Castro has issued a proclamation at Coro, in which he declares war against "the lazy and ferocious President Gomez, who bears on his forehead the eternal marks of the traitor. Heroic Venezuela calls me to vindicate her rights. A slave to honour and duty, I accept."

NICARAGUA'S FUTURE.

PROPOSED AMERICAN PROTECTORATE ABANDONED.

WASHINGTON, August 4th. The proposed United States Protectorate of Nicaragua, suggested by Mr. Bryan, will probably be abandoned as the result of the action of the Foreign-Relations Committee of the Senate, which has instructed the Chairman to ask Mr. Bryan to transmit a new Nicaraguan Treaty, limited strictly to the proposed purchase of the Canal route and the Naval Concession.

THE HOLIDAY AT HOME.

HOLIDAY RESORTS OVERCROWDED.

LONDON, August 4th. The continued fine weather has resulted in a phenomenal number of arrivals at seaside resorts, and the police in many instances have been obliged to find accommodation for the visitors, numbers of whom slept on the sands.

The list of accidents is growing hourly. Twenty drowning fatalities are reported, the victims including five girls at Sligo. A motor-bus overturned at Heddendon, Herts, and three "beanfeasters" were killed and 26 injured.

OBITUARY.

LONDON, August 4th. The death is announced of the Hon. Sir William John Lyne, K.C.M.G., at the age of 69.

[The late Knight occupied many positions in Australian political life. He was Premier and Colonial Treasurer of New South Wales for two years from 1899, Minister for Trade and Customs, Commonwealth of Australia, 1903-4 and 1905-7, and has been Treasurer of the Commonwealth since 1907.]

TELEGRAMS. TELEGRAMS.

[“DAILY PRESS” EXCLUSIVE SERVICE.]

REBEL LEADERS EXPELLED FROM PEKING.

PEKING, August 4th.

The Kuomintang have complied with the Presidential Mandate and have expelled the Rebel leaders.

[THROUGH REUTER'S AGENCY.]

MOSLEM AGITATION IN INDIA.

SERIOUS RIOTS AT CANNORE.

CALCUTTA, August 4th.

A mass meeting of Moslems has been held, and violent articles appear in the Moslem Press, denouncing the Cawnpore authorities for demolishing a portion of a Mosque, with a view to a street improvement. The official defence, that the demolished part was not sacred, is described as untrue.

A similar agitation prevails elsewhere in India and Burma, and on Sunday afternoon Moslems, carrying flags, paraded the streets of Calcutta demanding justice.

A later telegram states that there has been serious rioting at Cawnpore. A mob endeavoured to reconstruct the demolished portion of the Mosque, and the police intervened, but they were stoned and pursued to the Station. The crowd declined to disperse, and the police were forced to make a charge, 13 rioters being killed and 30 injured, and one policeman was killed and 40 injured. Many arrests were made.

The Lieutenant-Governor has gone to Cawnpore.

THE BRITISH NAVAL MANOEUVRES.

ADMIRALTY DETERMINED TO ACQUIRE WATERPLANES QUICKLY.

LONDON, August 4th.

The *Daily Mail* says that the result of the Manoeuvres is an increased determination on the part of the Admiralty to acquire waterplanes as speedily as possible, the possession of large numbers being regarded as of urgent necessity. The Treasury has a ready supply of ample funds.

PIT FIRE NEAR GLASGOW.

TWENTY-THREE MEN ENTOMBED.

LONDON, August 4th.

A fire is raging in Cadder Pit, near Glasgow, and 23 men are entombed. Two attempts at rescue have failed.

SUFFRAGETTES' GROSS SACRILEGE.

PARODY OF THE LITANY IN ST. PAUL'S.

LONDON, August 4th.

A party of forty Suffragettes interrupted a service at St. Paul's Cathedral on Sunday by singing a parody of the Litany, beginning with the words "Save Emmeline Pankhurst! Spare her! Spare her!"

BAGGAGE ON CHANNEL STEAMERS.

Mr. Hamling, president of the British Chamber of Commerce in Paris, has had an interview with M. Branet, Director General of Customs, with regard to the possibility of Customs examination of hand luggage on steamers crossing from Dover to Calais, in order to save time for passengers. M. Branet promised thoroughly to examine the whole subject and to send inspectors of the Calais service to Dover to effect a trial examination, after which he would take a definite decision in the matter. The matter of the time-saving has been raised in articles in and letters to newspapers, in which it is suggested that the time taken in travelling between London and Paris might be reduced to five hours and a half.

RACE ROUND THE WORLD.

FARE BY AEROPLANE £1 PER MILE.

According to a wireless message received from the Cunard liner *Mauretania*, last month, John Henry Mears, of New York, who is attempting a record-breaking non-stop journey round the world, is coming on to London from Fishguard by aeroplane. An enterprising aeroplane company, so the message states, has undertaken to provide the machine at the rate of £1 per mile. Mears hopes to complete the globe-circling trip on August 8th. If he reaches New York before midnight on that date he will have travelled 20,000 miles in thirty-five days, and lowered the record by nearly five days. He hoped to leave Paris on July 9th and Moscow on July 11th.

TSINGTAU. THE BRIGHTON OF CHINA.

[BY A VISITOR FROM HONGKONG.]

Tsingtau is described in some of the steamship companies' guide books as the "Brighton of China," but probably the writer of the guide book was a German whose knowledge of English watering places was not gained at first hand, otherwise he would have found a more apt comparison. Without doubt, Tsingtau is the health resort of China. Its location is more picturesque than that of the English watering place, and its natural charms are far in excess of those to be found at Brighton. In Hongkong and South China Tsingtau is little more than a name, associated mainly with Germany's colonial policy in China or with the beer which is one of its greatest products, so perhaps the impression of a visitor from Hongkong may have some interest for the general reader.

Tsingtau is unlike any other city in the Far East. Manila has a certain old-world European appearance which is revealing modern touch at the hands of the Americans. Hongkong presents a pretty picture from the water, but the close proximity of Chinatown makes it impossible to look upon it as suggesting a European city. Shanghai has more the appearance of a bustling English city, but its Chinese characteristics are so obtrusive as to remind the visitor that he is in the Orient. Not so Tsingtau. Looked at from the sea, it delights the eye with its pleasant situation, beautiful white-walled houses with red roofs showing against a background of green. It is a piece of Germany which has been transplanted from the Fatherland, and has been improved in the process.

As the steamer enters the extensive inlet which is known as the Bay of Kinchoan and makes for one of the anchorages, the visitor has ample opportunity of impressing the features of the settlement upon his mind. The signal station on the hill, with the high standard erected close by which indicates the Telefunken wireless station (perhaps the most powerful in the Far East), the imposing Government buildings, the German-Chinese University, the museum, and the barracks are pointed out, and as the eye travels from one to the other the beauty of design and stability of construction, so characteristic of German, become more apparent. On landing and making use of the comfortable richas or horse carriages, it is seen how scientifically the city has been laid out. Certainly, the Germans have little to learn in the way of town planning, and Tsingtau stands as a monument to their genius and to their diligence. The streets are wide, well made, and beautified by trees planted on the edge of the broad footway. The houses, standing as a rule in their own grounds, are all built in accordance with German architectural ideals, and it is safe to say that no two houses are similar in design. Not a single Chinese erection mars the beauty of the city, but wealthy Chinese, mainly refugees from the first revolution, occupy houses of German design.

The Chinese quarter outside the city is a revelation. None of the dirty, disreputable structures which do duty in other cities on the coast for Chinese residences are to be seen. An improved type of building has been adopted by the German authorities, thereby increasing the standard of comfort enjoyed by the Chinese and at the same time keeping their settlement as near as is possible in China to the ideal of the "city beautiful." God made the country, but man made the town. It is an oft-quoted maxim which, however, does not imply any indictment so far as Tsingtau is concerned. It is indeed a charming city.

But Tsingtau is not only one of the most beautiful cities in China; it is one of the most healthy. Its moderate climate, its health-giving breezes, and its perfect hygienic conditions, make it a resort which has only to be better known to become increasingly popular. Its magnificent bathing beach, with scores of bathing boxes of different sizes and designs, its lovely walks on excellent roads through forests, its opportunities for enjoyable drives by horse carriage or motor car, its facilities for shooting, for lawn tennis, and for golf, provide most things that are needed to appeal to those in search of a new holiday ground. Moreover, the evenings are rendered very agreeable by the almost nightly selections played on the public ground by the best band in the East, a military band, of course.

The administration of the settlement is excellent. Perfect control is discernible in even the smallest matters. In the regulation of the street traffic, in the conduct of the public services, and in everything that pertains to good order and government there is an attention to detail which is most impressive. This aspect was described by a visitor in one of those exaggerated statements which suggest a truth. He remarked, "If you throw your cigarette end on the ground a man comes along and sweeps it up."

In closing, a few words may be permitted to indicate the great transformation which has taken place here. Fifteen years ago Tsingtau was a dilapidated fishing village, but it has now grown into a handsome city, with a flourishing mercantile community and a considerable number of manufacturing establishments, giving promise of good profits and further development. The attention given by the local administration to the commercial, agricultural, and mining development of Shantung has largely brought about this happy condition of affairs, and it is gratifying to the Britisher to know that British shipping companies enjoy a large, if not the larger, share of the carrying trade to and from the port. As we know from the annual discussions in the Reichstag, Tsingtau is not, like Hongkong, on a paying basis, but the confidence which the German authorities have shown in the future of the place is already justified by the growing trade of the port, and its future may be safely left to take care of itself.

THE REVOLT.

ANARCHY IN CANTON.

FLIGHT OF MESSRS. CHAN AND SHUM.
ARMY DEMAND CANCELLATION OF INDEPENDENCE.

At two o'clock yesterday the Army demanded that the Governor-General should cancel the declaration of independence. Mr. Chan Kwing Ming had to submit and he fled from the Yamen, running saying that he had departed for his native place.

Mr. Shum Chun-huan, the ex-Viceroy, and recently the so-called Generalissimo of the rebel forces, who has been issuing appeals from Canton to the Kwangsi Generals to come under the standard of the rebellion, having signally failed to achieve his object, is also reported to have quietly departed on the 2nd inst., and is believed to have gone back to Shanghai.

Mr. Chan Kai Wa, the Superintendent of Police, has announced the cancellation of the declaration of independence.

President Yuan Shih Kai has appointed General Lung to take over the Governor-Generalship of the province.

Late last night we were informed that a state of anarchy prevailed in Canton.

A force of 200 men of the 25th Punjab under the command of Captains Tyrrell, Steel, and Adkins, and five native officers, left for Canton by the steamer *Fatsan* to protect the Shameen, where an enormous quantity of valuables belonging to Chinese in the city has been stored during the past week or so. The detachment carried four machine guns.

It is believed that there are about 200 Marines on the various foreign gunboats at the Shameen, and these, together with the Defence Corps, make the total strength about 500.

We believe Mr. Chan Kwing Ming's native place—whether he was at first stated to have repaired—is Waichow, in Kwangtung Province, though he spent some years in the district of Sambuc, near Swatow, as a schoolmaster. He subsequently edited a newspaper in Canton and was a member of the Provincial Council of Canton when the first revolution broke out at Wuchang. When news of that rising was received Mr. Chan Kwing Ming returned to the district of Waichow, and put himself at the head of a considerable body of men recruited from the robber bands which had long infested that district. The Viceroy of the day dispatched a force against him but no fighting took place as before they reached Waichow, Canton had gone over to the revolutionaries.

A rumour was current in the Colony very late last night that Mr. Chan Kwing Ming was coming down to Hongkong by the steamer *Henningsham*.

Our representative awaited the steamer's arrival for the purpose of verifying the report. The *Praya* was crowded with Chinese, who had doubtless got wind of the rumour, and conspicuous on the wharf were numerous members of the police force. The Captain-Superintendent of Police (Mr. Messer), together with Mr. T. H. King, Chief Inspector Gourlay, and Chief Detective Inspector Collett were early on the scene, and were evidently expecting the arrival of Chan Kwing Ming. A motor-car was held in readiness outside the wharf. The police boarded the steamer immediately on arrival, but diligent searching on enquiries failed to find Chan up to some time after midnight. The opinion is held in official quarters that Chan Kwing Ming will be disguised.

Authentic news was received yesterday that General Lung with over 2,000 troops had taken up a position on both sides of the river at Shap, about twelve miles above Samshui, which is occupied in force by rebel troops from Canton. Two Chinese gunboats are with General Lung and two with the rebels.

LATEST NEWS FROM CANTON.

The following news arrived at midnight yesterday from our Canton correspondent:

General Lung is now at Lu Pow and in possession of the town. His scheme is evidently to make for the railway line from Ying Tak about 25 miles or so from Canton and march his troops down the line. This is a much more likely and more sensible scheme than those which have been going about, as if he arrived at Canton via Samshui he would come out on the other side of the river where it is pretty broad and where the country is flat, so that he would not be able to take up a commanding position without crossing the river, a rather dangerous thing to have to do. As it is he will march his troops down the line as there are of course no roads of any kind and lots of creeks to be crossed. The railway will in this respect be a great asset to him. At this rate he will take up a position somewhere at the White Cloud Hills—the best situation around the City. This scheme of advance will bring him here by Tuesday; it is thought, and then there should be an end to the speculations as to the next move and we will at least know where we are and what to expect in the way of fighting. This latest news is accepted by people who know the Delta well and they think that it is the most feasible way to move troops on the City. Wong Wo Shun, the old pirate chief, is with Lung, but whether he will march with his troops on Canton or whether he will remain around Fatsan District is uncertain. Many soldiers were moved up the Delta in the direction of the North River yesterday and even this morning launches are towing up junks filled with soldiers. The idea apparently is to try to stop Lung before he is able to take up a commanding position.

A report is going about that Chan Kwing Ming has replied to the proclamation that Lung issued offering 60,000 dollars for his head by offering 100,000 dollars for the arrest of General Lung. This sort of thing is very Chinese.

The City and Shameen are still very quiet and outwardly there is no sign of any imminent trouble. Yesterday there was a sort of lull in the procession of coolies carrying goods on to the Concessions, whether because the godowns are all filled or because it was Sunday is hard to tell, though by the amount of stuff that has found its way here the place ought to be full up and running over. People from Hongkong continue to come up expecting to find only charred ruins where the Shameen once was.

REJOICINGS IN HONGKONG.

Chinatown rejoiced last night over the flight of Chan Kwing Ming. Rockets and fireworks of all descriptions were exploded in the streets outside the main business houses, and the scene was one of considerable animation. The thoroughfares were literally alive with Chinese, old and young, seeming to have their cup of happiness filled to the brim by the ex-Governor-General's flight. Here and there were to be seen respectable-looking, elderly Chinese actually dancing with evident delight, and with scant regard for the proverbial Oriental gravity and composure. It has been generally understood that Chan Kwing Ming's action was not endorsed by the Hongkong Chinese, and the evidence afforded on all sides last night, fully confirmed that impression.

CHINESE NEWSPAPER OFFICE STONED.

A mob of Chinese surrounded the offices of a Chinese newspaper, whose policy is strongly anti-Yuan, and stoned the premises, which are in close proximity to the Fire Brigade Station in Queen's Road. The police promptly made their presence felt, however, and the disorderly rabble was quickly dispersed. Very little damage was done to the offices, only one window being smashed.

CHINESE GUNBOATS IN HONGKONG.

A Chinese gunboat named the *Po-pik* which is said to have broken down at Tai O on Sunday, arrived at Samshui yesterday morning, and later in the day proceeded to the man-of-war anchorage. There are two other Chinese gunboats in port.

"SANDPIPER" GOES TO SAMSHUI.

H.M.S. *Sandpiper* has gone up from Canton to Samshui.

CHINESE STEAMERS RIDDLED WITH SHOT AND SHELL.

SUSPECTED OF TRANSPORTING GENERAL LUNG'S TROOPS.

EXCITING WEST RIVER EXPERIENCE.

The first to experience the shooting capabilities of the Cantonese troops have not been General Lung's men, but three Chinese river steamers trading between this port and Wuchow. It was perhaps a fortunate fact that all the steamers in question fly the Chinese flag, and are commanded by Chinese officers, in consequence of which the number of passengers they are allowed to carry is limited. Twelve is said to be the full number allowed each steamer, and had there been more on board two of the steamers in question the death toll must have been greater. As it was, two Chinese passengers on the steamer *Po Kwai* were killed, the No. 1 pilot is reported missing, and a few of the other people on board, passengers and crew, were injured. The *Shing Ping* had few passengers on board, but carried a big cargo of cattle. Her passengers and crew escaped, but ten head of cattle were shot, some so seriously that it was found necessary to destroy them.

Owing to the fact that the officers and crew of the steamers which were fired upon by the troops are Chinese, and that they were probably panic-stricken when they suddenly and unexpectedly received their baptism of fire, few of the men interviewed by our representative yesterday could tell a coherent story; each had a different version, although they were mostly of one opinion regarding the main points of the attack.

It appears that three steamers—which we understand are owned by Messrs. Banker and Co. of that port—left Wuchow somewhere about the same time, and followed one another down the river. The first to leave was the *Shing Ping*, which was followed by the *Po Kwai* and succeeded by the *Licorne*. The passage was uneventful until the vessels turned into the narrow tributary of the West River leading to Samshui, which town is a usual port of call for these steamers. On a hill on one side of this tributary a number of Cantonese troops were quartered; some of the ships' officers placed their strength at 2,000 men, and, as they carried field guns, it would appear that they were in strong force. The attack on the ships appears to have been occasioned by the fear that they carried General Lung's men. It was three o'clock yesterday morning when the steamers got abreast of the hill on which the troops were stationed and, without any warning of any kind, the soldiers opened fire upon them. The leading steamer, the *Shing Ping*, was riddled with rifle bullets, but appears to have got out of the danger zone before the guns were brought to bear upon her. The *Po Kwai*, the second steamer, bore the brunt of the attack and is riddled with rifle bullets and badly torn with shell. The officer of the watch on the *Licorne*, the last steamer of the three, when he heard the firing promptly turned his ship about and sent her back on her course at full speed ahead until well out of the firing zone, when he anchored for the night. His speedy action saved his ship considerable damage, for she came out of the attack with nothing but a few bullet marks in her woodwork.

The unfortunate *Po Kwai*, however, as previously stated, took the whole brunt of the attack, and as she lay at her wharf in Hongkong yesterday bore ample testimony to the fierce fire through which she had passed. Seen from the wharf one was inclined to think the reports of her experience exaggerated, but this impression was promptly dispelled on boarding her and inspecting the destruction wrought. Not only is the woodwork of her upper and bridge decks thickly punctured by rifle bullets, but larger holes in her deck-houses and sides indicate where she has been torn by shell. It was apparent from her appearance that the fire had been concentrated on the wheel-house and amidships, for little of the vessel in this quarter had escaped the storm of shot and shell with which she had been swept. And the points at which the shell struck, and the places where some of the rifle bullets were lodged, indicate that there are some capable gunners and fair riflemen among the Cantonese troops.

Lying alongside the wharf, port side on, the first thing the spectator observed was her awnings riddled with shot, her lifebuoys stripped of their canvas and the bridge screen perforated with bullet holes. Boarding her and proceeding to the bridge deck, the first object of interest was the wheel-house, where two little holes in the pane of glass before the wheel indicate where two bullets sped, both of which must have very nearly, if they did not, hit the pilot. But his fate will probably never be known, for when the fire opened upon the ship he left the wheel and is said to have either fallen or jumped overboard. Another pilot took his place, and notwithstanding the hail of bullets, stood by the wheel until the ship was out of the range of fire. One

shell struck the ship on the starboard side of the bridge deck, and cut two inches clean out of an iron rail about an inch thick before smashing through the woodwork of a starboard cabin. It then passed through the side of the port cabin opposite, struck and killed a Chinese passenger who was sleeping in a bunk there, and passed through the other wall of the cabin. Another shell knocked the bottom out of a lifeboat, tore a way through the bridge deck and knocked the side out of a cabin on the deck below. Another shell made a breach on the starboard side of the lower deck and considerably damaged the cabins. In all, four shells are believed to have been fired, three of which took effect. The second Chinese who met his death was killed on the upper deck, and is believed to have been shot by a rifle. The engines of the steamer were also damaged, and the woodwork surrounding the engine-room shows that a hot rifle fire was directed on that quarter. The chief engineer was shot in the right hand, but remained at his post until the ship was taken beyond the range of the guns. Then it was discovered that a bullet had penetrated the steam pipe. The vessel, however, reached Samshui under her own steam, but could not continue her voyage to Hongkong. From Samshui she was taken in tow by the *Licorne* and arrived in port yesterday morning, when the Authorities were notified of the occurrence.

Yesterday the *Po Kwai* was a centre of interest, being inspected throughout the day by a large number of people, who were shown or procured particles of the shells which had wrought such damage. Her crew were eagerly questioned by European ladies and gentlemen, but as their knowledge of English was generally meagre they were unable to satisfy the curiosity of their questioners.

We understand that it is the intention of the steamship companies running on the West River to discontinue their service for the present unless more assuring reports are forthcoming from the few steamers on this line which have not yet returned to port.

EXODUS FROM CANTON CONTINUES.

Chinese refugees continue to flock into the Colony from Canton both by railway and river steamer. It is reported that on the railway they are offering big prices for tickets, while on the river steamers it is almost impossible to control them so great is the rush on board as soon as a steamer arrives. The steamer *Honam*, which arrived in port on Sunday night, brought 2,500 passengers, and the s.s. *Fatsan*, which arrived yesterday afternoon, brought another 1,800 refugees, while the smaller river steamers arriving all brought full complements of passengers.

The steamer *Henningsham* made an extra trip from Canton yesterday, arriving last night with a full general cargo and numerous passengers.

A WOOSUNG FORT DEMOLISHED.

The cruisers on Sunday again bombarded the Woosung forts, and the fort known as Shoktung was partly demolished, its commander being wounded. The naval commander demanded the surrender of the forts. The reply has not yet been received.

REBELS IN HUPEH AND NEAR NANKING.

The scantiness of news from the Yangtze region confirms the reports that the rising is practically suppressed in those regions. There are still a few bodies of rebels holding out.

On the 3rd inst. the Cheungshan fort, near Nanking was still in the possession of rebels.

A detachment of loyal troops captured a place called Shayeung in Hupeh, the rebels fleeing to Kingmon.

A DEMAND TO SEARCH FOREIGNERS' HOUSES.

The Waichiaopu some days ago sent separate Notes to all the Legations asking whether they would agree to their Nationals being liable to domiciliary visits, and also, whether, if any are arrested assisting rebels, the Legations would be willing to allow their Nationals in such circumstances to be tried by a Chinese Court Martial according to Chinese Law. The Legations had not replied when the report was telegraphed on the 25th ult., but as the Notes suggest a procedure directly contrary to treaties, it is a foregone conclusion that unanimous rejections will be sent in reply. As regards domiciliary visits, the Notes say that foreign Consuls could accompany Chinese officers when residences requiring to be searched were not too far from Consulates, thus indicating that this concession is only asked for outside the treaty ports and settlements. The Notes also imply that searches are desired in order to find offenders whom foreigners are hiding.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 9th.

THE LATE MR. LYTLETON.

Though the late Mr. Alfred Lyttleton may have impressed himself on Hongkong and the Empire generally very much less than his predecessor, Mr. Joseph Chamberlain, at the Colonial Office, he nevertheless for ten years filled that high office with a dignity and honourable achievement that justified his selection by Mr. Balfour from the back benches of the House. Everyone who ever had anything to do with him, however, regarded him with feelings far deeper than usually fall to a politician or a lawyer. He had friends in all parties of the House very soon after he entered the Chamber as the successor to the late Speaker Peel. If the fates had run that way he would have made a fine Speaker himself, for his remarkable personal charm was such that few could withstand it. Nevertheless he was not quite the great success, in the material sense, in law or politics that his friends predicted. Perhaps there was some commercial drawback in the fact that in politics, as at college, he always "played cricket." Nobody ever was able to accuse "Alfred Lyttleton"—as he was known to all of dirty tactics, and even in the bitter days of the Chinese labour debates, when he was assailed with unusual vituperation, he kept a cool head and an unflinching courtesy. How heavy the blow was to Mr. Balfour might be seen reflected in the fact that the ex-leader was absent from the House when the eulogy of his late close friend was pronounced, for he did not feel equal to the strain of listening to the well-merited praise. All sides are loud in their appreciation of the noble oration pronounced by Mr. Asquith, who was also a close friend of Mr. Lyttleton. The Premier could scarcely control his emotion when he spoke of the dead man as one who came nearest to the mould and ideal of manhood which every English father would like to see his son aspire to, and if possible, attain.

MR. CHAMBERLAIN'S BIRTHDAY.

To-night the admirers of his predecessor, Mr. Chamberlain, are celebrating the seventy-seventh anniversary of that statesman's birth. It is interesting to note that there are only three members older than West Birmingham's distinguished representative. These are Mr. Samuel Young, the veteran Nationalist, who is in his ninety-second year, Mr. Jesse Collings, who was born in 1831, and Sir Thomas Roe, the senior member for Derby, who will be eighty-one next Sunday.

CHINA MISSIONS.

In view of the belief of missionary enthusiasts in the present vital necessities of the movement in China, there is much bewailing of the fact that the Church Missionary Society has a deficit of £28,000 on its year's operations. To-day it will decide, through its General Committee, the question of taking either a permanent step forward or retrenchment. The position was discussed at a conference at Swanwick in May, when resolutions were unanimously adopted for submission to this Committee meeting. The conference urged, among other proposals, neither to cut down the estimates nor to keep back missionaries who were ready to go out, and in encouragement of this policy it raised at once £12,000 towards a special fund of £100,000.

THE BALKAN WAR.

With the miserable and discreditable reopening of the Balkan war has gone the long dream of a great Balkan Confederation that has been searing Germany and Austria in the past few years. These Slav aspirations seemed on the eve of accomplishment when the allies lined up and defeated the Turk. That was why the Austrian diplomats insisted so firmly on the autonomy of Albania. It was the existence of the Balkan League which supplied the German military authorities with an effective argument for the increase of the German Army, and the Slav rather than the French peril was used to secure support for the Army Bill. With the squabble over the division of the spoils the pan-Slav peril has disappeared, and Vienna and Constantinople are doubtless both delighted with the outcome. The Triple Alliance having determined that it has no concern with the quarrels of the allies, there is nothing for it but to await the outcome of a struggle that for fiendish hate and cruelty will surpass that between the allies and the abhorred Turk. No fiercer war message has been penned in recent years than that sent to London this week from Mr. Francis McCullough, who won considerable fame in the Far East in former days. Writing from Belgrade, this fearless correspondent pours scorn on the Servians who are heaping indignities on Bulgarian prisoners, what time that undesirable monarch, King Peter, grieves at the suffering and exhausted captives from his balcony. The Bulgars have been swift to exact retribution, and with their capacity for hate and revenge, there can be no doubt that these gratuitous and

brutal insults will be wiped out in blood. After all, these Balkan nations have a whole series of barriers to pass before they are clear of barbarism and fit to be considered among the civilised peoples of the world. As many an experienced traveller said when the war with Turkey broke out, "Well, the Turk may be bad, but who can pledge their sympathies with such offshoots of the earth as are represented by the Servian regimes?"

BRITISH POLITICS.

The Conservatives at last are getting together a social programme with which to offset the gaudy offerings of the Chancellor of the Exchequer to the democracy that now rules us all according to its whim. Lord Lansdowne has set out the plan of his land reform scheme. The next step comes next week when Lord Henry Cavendish-Bentinck intends to introduce and explain a Bill to amend and consolidate the Acts as to Sunday employment, and to regulate the conditions of labour upon the basis of six working days in the week, with Sunday as the normal rest day. There is no doubt that there has been considerable laxity of late years in Sunday observance, and the proposals would be quite in line with old English usage, but there will be considerable opposition to stricter legislation on the subject, for the greater propensity to travel has compelled a large number of people to believe that something between the English and the Continental systems is the happy mean. Foreigners are still grumbling about the deadly dullness of our seventh day, while on the other hand there is a perpetual outcry against the growth of facilities for sport and pleasure, and Hull, for instance, is this week organising a great Sabbatharian protest because a well-known aviator made a public ascent from that town on a Sunday.

INTIMATIONS

SORE UNDER KNEE
CONSTANT ITCHING

Nearly Unbearable. Caused Great Pain. Always Running. Could Get Little Sleep. Half a Tin of Cuticura Ointment Healed Sore.

A. Russell St., Hull, Yorks, Eng.—"I had been troubled with a sore under my knee which caused me great pain through its constant itching. The part affected was the flesh just under my knee about eight inches long. It began by a constant itching nearly unbearable, and was always running. I could get little sleep as it was always more when my body was warm at night. I tried several remedies which utterly failed. I happened to see an advertisement one day about Cuticura Ointment and I thought I would try it. I used only one half a tin of Cuticura Ointment and that completely healed the sore which I had been troubled with for no less than eighteen months." (Signed) Fred Hudson, July 2, 1912.

Cuticura Soap and Cuticura Ointment are sold everywhere. No other ointments do so much for pimples, blackheads, red, rough skins, itching, scaly scalp, dry, thin and falling hair, chapped hands and shapless nails, nor do it so economically. A sample of each with 32-p. Skin Book free from nearest druggist: F. Newberry & Sons, 27, Charterhouse St., London, E.C. 1. F. J. P. & Co., Sydney, N. S. W.; London, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter & Co. Corp., Boston, U. S. A. Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

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CHS. J. GAUPP
& CO.,

ALEXANDRA BUILDINGS.

CHATEL ROAD.

[11]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements (and Subscriptions) which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

P.O. Box, 31. Telephone No. 12.

Telegraphic Address: "DAILY PRESS."

Agents: A.B.C. 5th Fl., Lieber's.

NEW ADVERTISEMENTS

THE H.A.L. Steamship

"AMBRIA," leaving arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, where delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given 72 days.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Aug. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 5th Aug. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 4th August, 1913. [945]

NOTICE TO CONSIGNEES.

FROM KORE AND MOJI.

THE Steamship

"JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Underwriter.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 4th August, 1913. [60]

WANTED.

POSITION by GERMAN with several years' experience in Hongkong and Canton. Please Goods and Sundries preferred.

Please apply to—

P. G. S.

Care of "Daily Press" Office.

Hongkong, 4th August, 1913. [940]

IN THE MATTER OF THE COMPANIES ORDINANCE No. 1 of 1865, AND

IN THE MATTER OF GEO. FENWICK & Co., Ltd. (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN in pursuance of Section 176 of the Companies Ordinance, No. 1 of 1865, that the SECOND ANNUAL GENERAL MEETING of Members of the above-named Company will be held at the Offices of the Liquidators, No. 5, Queen's Road Central, Hongkong, at 12 o'clock noon, TO-MORROW (WEDNESDAY), the Sixth day of AUGUST 1913, for the purposes provided for in the said Section.

PERCY SMITH, SEAL & FLEMING, Liquidators.

Hongkong, 29th July, 1913. [917]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Banton & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Cheste and Elegant Patterns.

Prices Specially Reduced for Summer.

Cheapest Store in the Colony.

An Early Visit Earnestly Solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913. [907]

MASSAGE.

SKILFUL Safety in the General or Electric.

MISS MORITA.

Care of NIMURA HOTEL.

15, 16 and 17, Cornsight Road, Opposite Blue Pier.

Hongkong, 8th May, 1913. [552]

FOR THE SUMMER MONTHS SPECIALITIES

CORNEO OX TONGUES.

CORNEO BEEF.

CORNEO PORK.

PRESSED BEEF.

GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE DAIRY FARM Co., Ltd.

13

ENTERTAINMENTS

THEATRE ROYAL. HONGKONG.

FOR THREE NIGHTS ONLY.

FAREWELL VISIT.

MAURICE E. BANDMANN Presents THE NEW BANDMANN OPERA CO.

WEDNESDAY, AUGUST 13th.

Special Revival by Request.

"THE PINK LADY."

THURSDAY, AUGUST 14.

The Ever Popular and Fascinating "THE DAIRYMAIDS."

From the Apollo Theatre, London.

FRIDAY, AUGUST 15.

FAREWELL PERFORMANCE this year, when Hongkong's Favourite Musical Play will be staged.

"AUTUMN MANOEUVRES."

From the Royal Adelphi Theatre, London.

Doors Open at 8.30. Commence at 9 sharp.

Booking at MOUTRIE'S.

PRICES: \$3.50; \$3; \$2 & \$1.

Hongkong, 2nd August, 1913. [932]

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND OF ONE DOLLAR per Share for the Six Months ending 30th June, will be PAYABLE on TUESDAY, 5th August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd July to the 5th August, 1913, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 22nd July, 1913. [860]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CRY HALL, Hongkong, on SATURDAY, the 16th day of AUGUST, 1913, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1913.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 4th August, to SATURDAY, the 16th August, 1913 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors, N. J. STABB, Chief Manager.

Hongkong, 31st July, 1913. [925]

NOTICES OF FIRMS

NOTICE.

NOTICE IS HEREBY GIVEN that the Interest and Responsibility of the late JOHN HUGHES LEWIS in the Firm of DOUGLAS LAPRAK & COMPANY, Ceased as from the 28th of October, 1912, and as from that date the Undersigned, HENRY PERCY WHITE, became, and now is, the sole Person carrying on Business under the said Firm name of DOUGLAS LAPRAK & COMPANY.

H. P. WHITE.

Hongkong, 4th August, 1913. [938]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

WE THE GREEN ISLAND CEMENT COMPANY, LIMITED, OF HONGKONG, HEREBY GIVE NOTICE that in consequence of having purchased the s.s. "CONSUELO," we have applied to the Board of Trade, Under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "CONSUELO" of HONGKONG, Official Number 76,981, of Gross Tonnage 1,917 tons, Register Tonnage 1,193.97 tons, heretofore owned by E. S. DANIELS of MANILA, for permission to change her name to "CHINGCHOW" and to have her registered in the new name at the Port of HONGKONG as owned by THE GREEN ISLAND CEMENT COMPANY, LIMITED.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong this 2nd day of August, 1913. [930]

FOR SALE.

A GOOD RETAIL BUSINESS in HONGKONG. Owner retiring.

Easy terms of purchase.

Apply in writing to—

GOLDING & RUSS, Solicitors.

6, Des Vaux Road.

Hongkong, 29th July, 1913. [916]

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH BATHING DRESSES and CAPS.

FINEST VOILES, STRIPED, FLOWERS and JANCY.

FINEST MUSLINS, PLAIN and DOTTED.

EMBROIDERED MATERIALS, &c., &c.

You will find Our Range Uncomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co., 10, D'AVILA STREET.

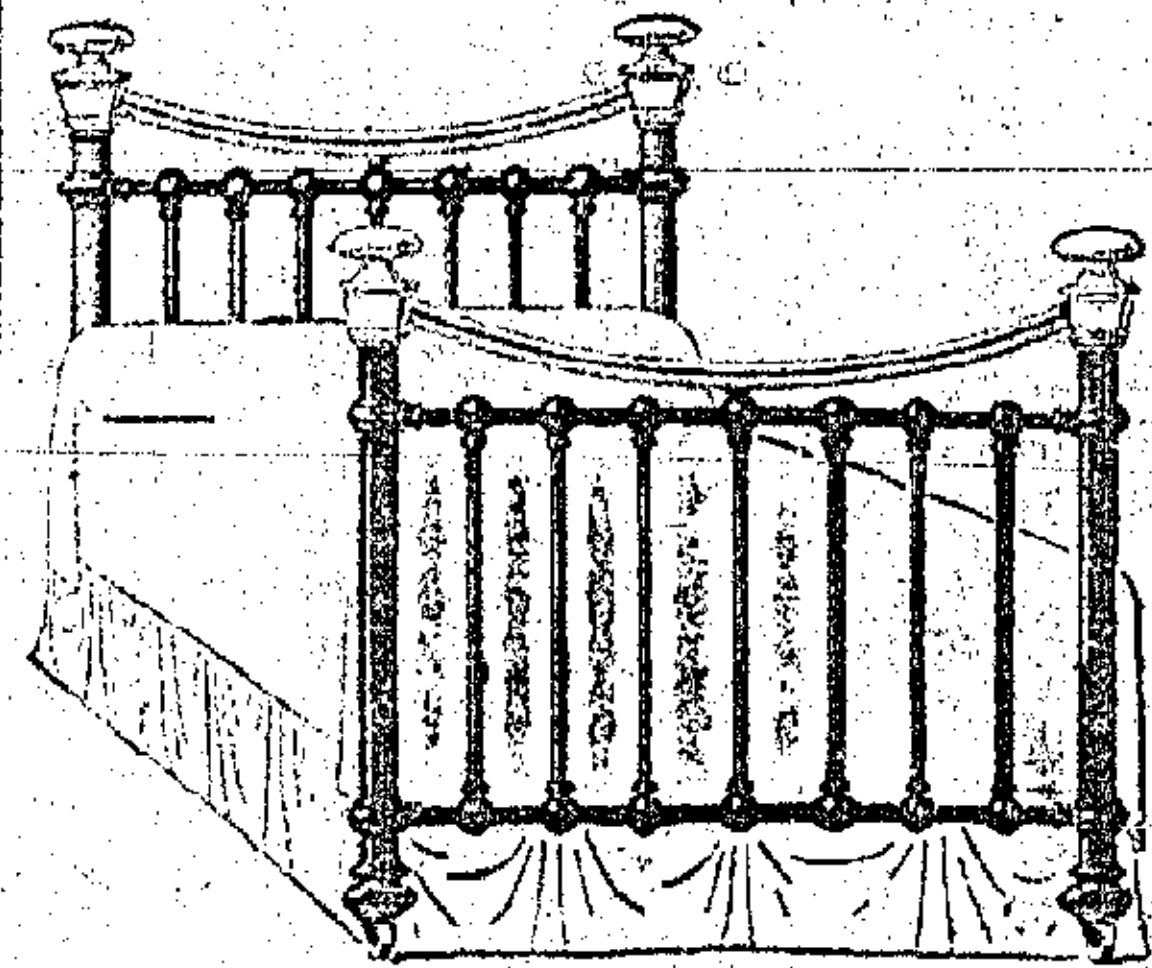
Hongkong, 26th June, 1913. [95]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

FRENCH BEDSTEADS.



THIS PATTERN

BLACK AND BRASS

WITH 2 INCH. PILLARS

SIZE

5 FT. BY 6 FT. 6 IN.

\$60.00

AND THIS DESIGN

WHITE AND BRASS

WITH 1 1/2 INCH PILLARS

SAME SIZE

\$50.00

LANE, CRAWFORD & CO.

YOST TYPEWRITERS

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and Accountants.

Special Monthly Terms if desired.

MACEWEN, FRICKEL & Co.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA, SHAMEN, CANTON.

1, Des Vaux Road, HONGKONG. [322-1]

AH MEN, HING CHEONG & CO., HIGH-CLASS

TAILORS AND OUTFITTERS.

WE HAVE ENJOYED THE PATRONAGE OF THE OFFICERS OF THE ARMY FOR OVER 20 YEARS.

ORDERS PROMPTLY ATTENDED TO AND CARRIED OUT WITH PRECISION.

No. 8, QUEEN'S ROAD CENTRAL, HONGKONG.

All Contracts entered into by us bear our Chop and the Personal Signature of either of our two Managing Partners, viz:—

TO SHEK TSUN (杜石泉), OR TSE PUN SHANG (謝本生).

No Contracts will be considered as Valid as against the Firm unless Signed as above.

Hongkong, 29th July, 1913. [918]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building).

Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received FRESH SUPPLY OF VEGETABLE SEEDS.

ON SALE AT THE HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE PLANS OF THE SI-KIANG OR WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns on route from CANTON TO WUCHOW.

Hongkong, 5th April, 1913.

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs

Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE \$3.50

To be obtained from Messrs. KELLY & WATSON, Ltd., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

AUCTIONS

G. R. SALE BY PUBLIC AUCTION OF

H.M.S. "ALACRITY" (Late Admiral's Yacht),

On TUESDAY, the 2nd September, 1913, at 11 a.m., on Board,

Asshe lies at H.M. Naval Yard, Hongkong, and without restriction as to disposal.

PARTICULARS—Twin-Screw Steamer built for about 14 knots with Coal Storage of approximately 400 tons; Original I.H.P. Natural Draught 2,000. Two Sets of Compound, 2 Cylinder Engines, a Complete Set of Auxiliary Engines and Spare Gear, Condensers, Evaporators and Four Cylindrical Boilers. Fitted for Internal Electric Lighting Throughout with Duplicate Dynamoes. Complete with Anchor and Chain Cable and six 6 pdr. Frame-stand Gun Mountings.

Length between Perpendiculars... 250 ft. 0 in. Extreme Breadth... 32 ft. 6 in. Displacement... 1,700 tons.

Further particulars and conditions of sale can be obtained on application to the Auctioneers, Messrs. HUGHES & HOUGH, Hongkong.

The ship will be open to inspection from the 18th to the 29th August, inclusive, between the hours of 10 a.m. and 4 p.m., and permits to view her can be obtained on application to the Commodore's Office.

R. H. ANSTUTHER, Commodore.

Hongkong, 28th July, 1913. [908]

G. R. PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction on Board,

On TUESDAY, the 2nd September, 1913, at 11 a.m., H.M. Twin Screw Torpedo Boat Destroyers "HANDY" and "JANUS,"

as they now lie at H.M. Dockyard, Hongkong. To be sold separately for breaking up.

Approximate Dimensions:—

Length between Perpendiculars... 197 feet. Beam (external)... 19 ft. 6 in. Displacement... 256 tons.

Fitted with Two Sets of Triple Expansion Engines, Water Tube Boilers (mutilated) and a Large Quantity of Valuable Metal Fittings.

Can be viewed from the 18th to the 29th August, inclusive, between the hours of 10 a.m. and 4 p.m., permits being obtained at the Commodore's Office.

Catalogues containing further particulars and conditions of sale can be obtained from the Undersigned.

HUGHES & HOUGH, Auctioneers to the Admiralty.

Hongkong, 23rd July, 1913. [909]

BANKS

NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000). Paid up Capital Fl. 14,905,350 (£1,242,119). Reserve Fund Fl. 5,022,161.27 (£418,513).

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS & DOUGLASS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE BANK transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager, No. 8, Des Vaux Road Central.

Hongkong, 23rd April, 1913. [921]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager.

Hongkong, 1st July, 1911. [910]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,700,000

RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT, Acting Manager.

Hongkong, 14th April, 1913. [131]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000

Subscribed 1,125,000

Paid-up 582,500

Reserve Fund 415,000

BANKERS, BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on the Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

Hongkong, 14th July, 1913. [878]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS:—

Starting \$15,000,000

at 2 1/2 per cent. \$17,200,000

SILVER \$32,200,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS: S. H. DONWELL, Esq., Chairman.

Hon. Mr. D. LANDELL, Esq., Deputy Chairman.

G. FRIEDLAND, Esq., J. A. PLUMMER, Esq., C. S. GUBLEY, Esq., W. L. TATEMAN, Esq., P. H. HOLYOAK, Esq., H. A. SIBBS, Esq., G. R. LAURENS, Esq., Hon. Mr. E. SHILLIM, F. LIEB, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.

MANAGER: Shanghai—A. G. STEVENSON.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits:—

For 3 months, 2 1/2 per cent. per annum

For 6 months, 3 1/2 per cent. per annum

For 12 months, 4 per cent. per annum

N. J. STABB, Chief Manager.

Hongkong, 8th May, 1913. [18]

THE YOKOHAMA SPECIE BANK, LIMITED.

S. C. de BUSSIERRE,
Acting Agent.
Hongkong, 1st August, 1913. 12

TO LET

TO LET.

No. 153, PRAYA EAST, GODOWN.

Apply—

THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 1st August, 1913. [85]

TO LET.

MODERN THREE-ROOMED FLATS with every convenience, Hampstead Buildings, Cornwall Avenue, Kowloon.
No. 2, MINDEN VILLAS, Mody Road, Kowloon, Five Rooms, Tennis Court.
FOUR-ROOMED HOUSES in Cameron Terrace, Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
SHOP with GODOWN attached, Nathan Road, Kowloon.
Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 24th July, 1913. [683]

TO LET.

SHOP, No. 12, Queen's Road Central.
OFFICES, Nos. 12 and 14, Queen's Road Central.
No. 9, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.
Apply to—M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [722]

TO LET.

"EDGEHILL," 6A, THE PEAK. Five minutes from Train Station.
Apply—
Care of S. J. DAVID & Co.
Hongkong, 2nd August, 1914. [396]

TO LET—AT ONCE.

For 3 Months or More.

A WELL-FURNISHED 7-ROOMED HOUSE, on Upper Levels, Every convenience, including Electric Light, Telephone, etc., 2 minutes from Train Station.
Apply to—
Care of "Daily Press" Office.
Hongkong, 23rd July, 1913. [902]

TO LET.

THE GROUND FLOOR of No. 6, DES VUEX ROAD CENTRAL, consisting of a Strong Room and Outhouses suitable for Banking or Commercial Offices, ready for immediate occupation.
Apply to—DAVID SASSOON & Co., Ltd.
Hongkong, 4th July, 1913. [850]

TO LET.

ONE GODOWN, Duddell Street.

"HARTING," Austin Road, Kowloon.

Immediate possession.

"CRAIG RYLL," No. 4, The Peak, 8 ROOMS, Tennis and Croquet Lawns; Fine Situation.

MERION, No. 10, Peak, Furnished or Unfurnished. 6 ROOMS Cheap rental.

To Let or For Sale, "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS.

For Sale, "LADDEROKE," No. 9, Conduit Road. Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale, "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154.

Apply to—

LINSTEAD & DAVIS.

3rd Floor, Alexandra Buildings.

Hongkong, 2nd August, 1913. [64]

TO LET.

(From 1st July, 1913.)

No. 2, MOUNTAIN VIEW, THE PEAK.

Apply—

LINSTEAD & DAVIS.

Hongkong, 10th June, 1913. [720]

GRIMAULT'S

SYRUP

OF

HYPOPHOSPHITE OF LIME

FOR

STUBBORN COUGHS

BRONCHITIS

WEAK LUNGS

CATARRH

CONSUMPTION

ON SALE.

HONGKONG HANSARD REPORT of the MEETINGS of the LEGISLATIVE COUNCIL for the Session, 1912.

REVISED BY THE MEMBERS.

PRICE - - - \$5.

DAILY PRESS OFFICE.

Hongkong, 25th June, 1913.

AIR TRAVEL.

AN EXPERT'S DREAM OF FUTURE FLIGHT.

In the *British Review* for June Mr. Grahame-White and Mr. Harry Harper indulge in a vision of the world as it will be when the conquest of the air has been completed. They anticipate speeds of 150 and 200 miles an hour, and great weight-lifting power. Already an aeroplane has been built in France capable of carrying six passengers and weighing altogether two tons.

The first use of a commercial machine should be as a carrier of mail-matter. A definite field of utility for reliable aircraft should lie in carrying urgently consigned goods at rates higher than those charged for land or sea transport. Here, again, the speed of the new method of conveyance must win its patronage.

Then will come the era of passenger aircraft. Such machines, in their initial application, may accommodate 20 or 25 people, and be capable of travelling several hundred miles without alighting. Passengers will be business men, willing to pay high fares for the privilege of passing between the cities of Europe at speeds averaging 100 miles an hour. They will be seated in comfortable, totally enclosed saloons; air travel, indeed, will have a smooth, vibrationless luxury unknown with present transit. Only the subdued hum from the power plant in the fore-car and the hissing rush of air past the polished hull will indicate the huge speeds attained. Often earth or sea faintly visible through the windows of the saloon, will be obscured by a film of lowly clouds, and all sense of motion lost. To seek favourable wind conditions, aircraft will fly at altitudes of 10,000ft. and higher, when upon long, high speed voyages.

LONDON TO PARIS.

The first passenger aeroplanes will, naturally, be employed over routes upon which their advantages can be demonstrated most conclusively. It should be the aim, for instance, to establish early services between London and Paris. By railway and steamer this journey is one of approximately seven and three-quarter hours. It should be accomplished, by airway, in two and a-half hours; and travellers who patronise the new air-route will avoid delays in changing and the much-dreaded discomforts of the sea crossing. As to the actual operation of the airways, this much may be written in prophecy. Below the London streets, in the criss-cross of practical flight, there will lie, probably, a central air-station. From it, north, south, east and west—will radiate monorail tube trains, conveying passengers and goods to the aerodromes on the outskirts of the city, from which the chief aircraft services will be operated.

When the institution of a non-stop air service permits him to make the trip from London to Paris in a third of the time now required a business man will, before his journey, visit his office as usual to deal with the morning's correspondence; then he will catch, say, the 11 a.m. airmail, transact his business, and return by the 5 p.m. service, taking tea while in flight, and reaching London at 7.30 p.m., in reasonable time for dinner. From being a penance, in fact, this specific journey will become a pleasure. The world of commerce will, indeed, come one day to revere the names of those patient pioneers who, undaunted by difficulties or derision, laid the foundation-stones of flight.

From Paris to Berlin, or St. Petersburg, or Madrid, international flying routes will radiate, by degrees, Europe, and finally the earth, will be linked by airways. Journeys which have occupied weeks will be made in days; voyages which have lasted days will be reduced to hours.

The conquest of the air must, ultimately, prove man's greatest and most glorious triumph. A country becomes homogeneous in thought and action when its methods of communication are perfected; sporadic, merely wasteful effort is checked. What railways have done for nations airways will do for the world.

SIX MONTHS' SILVER MOVEMENTS.

We take the following from a London contemporary of the 12th ult.:

Prices for silver have been fairly well maintained during the week, with a tendency to fluctuate to and fro. The tone of the market can hardly be said to show much improvement. Supplies continued to be small, except at advancing prices, when some speculative selling took place. Some inquiry arose from China, and there were a few covering and other orders which sufficed to absorb the moderate amount that offered.

On Wednesday an Indian currency return was entered, showing an increase of 70 lacs in the Treasury holding of silver rupees. As this amount was slightly in excess of the increase in the note circulation, the difference is to be found in the reduced total of gold held in India. The total of silver rupees held against the note issues, and in the standard reserves, now amount to 2,630 lacs. The stock of silver in Bombay continues to shrink. The total is about 2,200,000, compared with 2,320,000 last week. The offtake has fallen to 90 bars a day. Shanghai again reports an increase in its stock, from 25,330,000 to 25,650,000.

During the first six months of the current year the imports of Silver bullion amounted to 62,457,686oz., a total remarkably close to that of the imports during the first six months of 1912—namely, 62,632,782oz. Though the total is similar, the proportions furnished by contributing countries differ considerably. For instance, the United States of America are credited with 3,800,000oz., Mexico

with 800,000oz., and Germany with 600,000oz., less, but Canada with about 5,000,000oz. more.

It must not be inferred from the above that the production of Canada has increased to a corresponding degree, state Messrs. Samuel, Montagu & Co. in their weekly bulletin letter. The reason for larger figures from that quarter is that a great deal of the silver refined formerly in the United States is now treated in Canada itself. One interesting deduction to be made from these figures is that the undoubted scarcity of supplies, which has been felt during the last month or so, has been compensated for by larger arrivals in the earlier months of the year. Possibly, the comparatively high prices which then ruled led to freer sales than at the lower level of prices which now obtain.

The exports for the first six months of this year are 5,000,000oz. less than in the corresponding six months of last year. The total, 48,186,027oz., is over 14,000,000oz. less than the imports, implying an increase in the London stock of 14 millions sterling.

Exports to China were less by 5,000,000oz., and to India by 4,000,000oz. An active coinage demand for the Continent made up a portion of this deficit, and was composed of 1,100,000oz. for Russia, and 1,000,000oz. for Germany, more than during the same period last year, in addition to an unusually large minting order of 3,700,000oz. for Holland, mostly for its East Indian possessions.

DIVINITIES IN DOWNING STREET.

TIBETAN GODDESSES PRESENTED TO CABINET MINISTERS.

At the India Office on the 10th ult., the party of young Tibetans, the sons of officials of high rank in Tibet, who have come to England to be educated, presented gifts sent by the Dalai Lama to the Marquess of Crewe. Lord Crewe expressed his appreciation of the gifts, and asked the deputation to convey his thanks to the Dalai Lama. The deputation afterwards visited the Foreign Office, where they were received by Sir Edward Grey, to whom also they presented gifts. The gifts included metal goddesses, beaten copper coffee and tea pots, skins, and silk and woollen goods.



Signing their Declaration of Confidence in

SANATOGEN
The Tonic Food

Sir GILBERT PARKER, M.P., the Author and Traveller, states:—

"I have used Sanatogen with extraordinary benefit. It is to my mind a true food tonic, feeding the nerves, increasing the energy, and giving fresh vigour to the overworked body and mind."

THE ARCHBISHOP OF BOMBAY writes:—

"I use Sanatogen every now and then under my doctor's advice, and always derive great benefit from it."

Mr. ARNOLD BENNETT, the distinguished Writer, states:—

"The tonic effect of Sanatogen on me is simply wonderful."

Mr. HALL CAINE, the Author and Dramatist, says:—

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SANATOGEN

PRINCESS PATRICIA ENGAGED.

It is reported that an engagement will shortly be announced between Princess Patricia, younger daughter of the Duke and Duchess of Connaught, and Prince Adolf Friedrich, heir to the Duchy of Mecklenburg-Strelitz. The Berlin correspondent of *The Evening Standard* says that the final arrangements between the two families were made when King George and Queen Mary paid their flying visit to the aged Dowager Duchess of Mecklenburg-Strelitz during their Majesties' recent sojourn in Berlin. The Dowager Duchess is an aunt to Queen Mary, and the only living grandchild of George III. Prince Adolf Friedrich is 31 years of age, son of the Duke and Duchess of Mecklenburg-Strelitz and grandson of the Dowager Duchess, who was the sister of the late King Edward. He is a well set-up, handsome officer of the Mecklenburg Grenadiers, and it is said that his military qualities did much to make his suit successful with the Princess, whose partiality for soldiering is well-known. The house of Mecklenburg-Strelitz is of Slavonic origin. Princess Patricia is now 27 years of age, a popular, charming and accomplished lady. She is a clever caricaturist, a good linguist, and has travelled extensively. During her residence in Canada with her father, who only recently resigned the governorship of the Dominion, she greatly enhanced her popularity, and to the colonial life was always Princess Pat. Her betrothal has several times been incorrectly rumoured.

PASSENGERS.

ARRIVED.

Per *Colombo Maru*, from Singapore, Mr. and Mrs. Bohn.Per *Anhui*, from Shanghai, Miss Hughes, Mrs. Howard, Mr. J. Vallance, and Capt. Spear.Per *Kutang*, from Singapore, etc., Mrs. Bennett and child, Miss Harcourt, Miss E. Thorpe, Miss D. Wilson, Miss R. Reid, Mr. J. Dillroy, Mr. C. Krentz, Mr. F. Felix, Mr. C. H. Brice, Mr. C. O. Brice, Mr. W. Harcourt, Mr. Kenney, Mr. Shaw, Mr. Browning, and Mr. Suez.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 4th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.72	29.74	29.74
Temperature	85	77	80
Humidity	85	94	91
Wind Direction	East	2	West
Force	0	0	1
Weather	0	0	od
Rain	—	0.05	—

Highest open air Temperature on 3rd ... 83

Lowest open air Temperature on 3rd ... 77

HONGKONG TIDE TABLE.

From 5th to 11th August, 1913.

	High Water	Low Water
Day	Time	Time
Mon	5 h. 10 m.	4 h. 15 m.
Tue	6 h. 16 m.	5 h. 56 m.
Wed	7 h. 14 m.	6 h. 39 m.
Thu	8 h. 02 m.	7 h. 20 m.
Fri	9 h. 13 m.	8 h. 14 m.
Satur	10 h. 23 m.	9 h. 08 m.
Sun	11 h. 34 m.	10 h. 02 m.
Mon	12 h. 44 m.	10 h. 54 m.

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The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
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MANCHURIA	27,000	TUESDAY, 5th Aug., at 1 P.M.	SATURDAY, 12th Aug., at 3 P.M.
NILE	11,000	SATURDAY, 23rd Aug., at 1 P.M.	SATURDAY, 30th Aug., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 23rd Aug., at 1 P.M.	SATURDAY, 30th Aug., at 1 P.M.
PERIA	9,000	SATURDAY, 23rd Aug., at 1 P.M.	SATURDAY, 30th Aug., at 1 P.M.
KOREA	18,000	SATURDAY, 23rd Aug., at 1 P.M.	SATURDAY, 30th Aug., at 1 P.M.
SIBERIA	18,000	SATURDAY, 23rd Aug., at 1 P.M.	SATURDAY, 30th Aug., at 1 P.M.
CHINA	10,200	SATURDAY, 23rd Aug., at 1 P.M.	SATURDAY, 30th Aug., at 1 P.M.
MANCHURIA	27,000	TUESDAY, 14th Oct., at Noon.	TUESDAY, 14th Oct., at Noon.

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16th Aug. ... NILE	18th Aug.	6th Aug. ... NILE	8th Aug.
13th Sept. ... PERIA	15th Sept.	14th Aug. ... MONGOLIA	16th Aug.
14th Oct. ... CHINA	16th Oct.	2nd Sept. ... PERIA	4th Sept.
23rd Oct. ... NILE	25th Oct.	10th Sept. ... KOREA	12th Sept.
25th Nov. ... PERIA	27th Nov.	24th Sept. ... SIBERIA	26th Sept.

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YOKOHAMA	On 12th Aug., at 1 P.M.	
MARSEILLES VIA PORTS	On 12th Aug., at 1 P.M.	
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HONGKONG TO CANTON.	CANTON TO HONGKONG.
TUESDAY, 5th AUGUST, 1913.	
8 a.m. "KINSHAN."	8 a.m. "HONAM."
9 p.m. "HEUNGSHAN."	Noon "FATSHAN."
10 p.m. "HONAM."	5 p.m. "KINSHAN."
WEDNESDAY, 6th AUGUST, 1913.	
8 a.m. "FATSHAN."	8 a.m. "HEUNGSHAN."
9 p.m. "KINSHAN."	Noon "HONAM."
10 p.m. "HEUNGSHAN."	5 p.m. "FATSHAN."

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Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 10th AUGUST, 1913.
The Company's Steamship "SUI AN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

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CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 589 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "BANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions (First Floor), opposite the Blake Pier. [51]

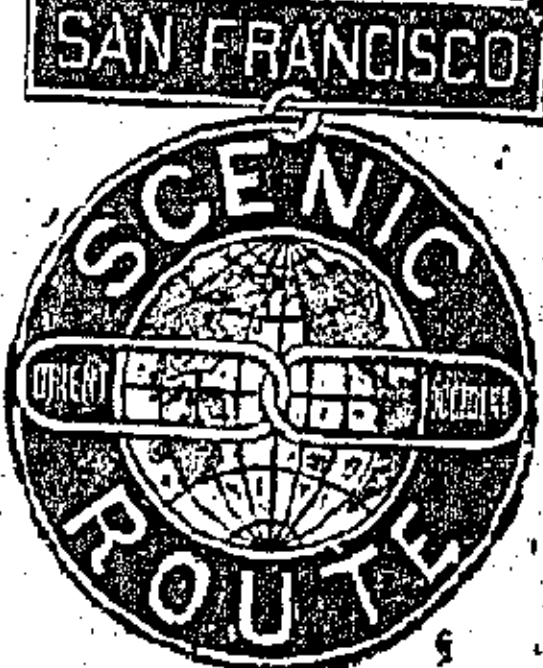
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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	Tons	DATE OF SAILING.
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For Freight and Further Particulars, apply to

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MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th August, at 4 P.M.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no inside cabins. Doctor Stewardsesses, Laundry, Wireless Telegraphy.

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S.S. "VOYAGER," 12,900 tons, will leave as above about 2nd Sept.

The Steamers of large tonnage are fitted with comfortable air class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardsesses, Wireless Telegraphy.

RAILWAY FARES: Trieste-London. BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I £23.15, II £16.10.

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BY TAVERN EXPRESS: Via Munich, Cologne, Hook or Flushing, Class I £23.15, II £16.10.

TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 31st August, at 5 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "VOYAGER," 12,900 tons, will leave as above about 6th August.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents, Hongkong, 2nd August, 1913. [52]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HITACHI MARU Capt. Yamawaki	13,000	WEDNESDAY, 13th Aug., at 7 1/2 light.
	MIYAZAKI MARU Capt. Soyeda	16,000	WEDNESDAY, 27th Aug., at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	SHIDZUKA MARU Capt. Iizawa	12,500	TUESDAY, 12th Aug., at 4 P.M.
	TAMBA MARU Capt. Teraoka	12,500	TUESDAY, 26th Aug., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	9,600	WEDNESDAY, 27th Aug., at Noon.
	KUMANO MARU Capt. M. Winkler	9,300	WEDNESDAY, 24th Sept., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	KANAGAWA MARU Capt. Machida	12,500	SATURDAY, 9th August.
BOMBAY via SINGAPORE, and COLOMBO	JINSEN MARU Capt. ...	6,000	MONDAY, 18th August.
KOBE and YOKOHAMA	IYO MARU Capt. Hirase	12,600	THURSDAY, 14th Aug., at 11 A.M.
SHANGHAI, KOBE and YOKOHAMA	CEYLON MARU Capt. Noguchi	12,000	WEDNESDAY, 19th August.
NAGASAKI, KOBE & YOKOHAMA	WAKASA MARU Capt. Nielsen	12,500	SATURDAY, 9th August.
SHANGHAI, MOJI and KOBE	KAMAKURA MARU Capt. T. Hori	12,900	MONDAY, 13th August.

§ Fitted with New System of Wireless Telegraphy.

! Cargo only

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER

Telephone Nos. 292 and 1241. [11-12-13]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
COLOMBO		MARSEILLES & LONDON		
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20
ARCADIA	August 30	MALEDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	October 11	MOREA	Nov. 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
SINLA	August 20	Sept. 12	Sept. 21
NAMUR	August 26	Sept. 25	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NORE	October 1	Nov. 5	Nov. 16
NILP	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 2	Dec. 11
SUMATRA	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £55.10 SINGLE £82.10 RETURN.
2nd " £38.10 " £57.4 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES...	SIMLA Capt. G. Phillips	4 P.M. 7th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NYANZA AND YOKOHAMA	Capt. H. N. Rivers, R.N.R.	About 7th Aug.	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Borcham	About 14th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS BY CABLE	DELTA Capt. E. P. Martin, R.N.R.	Noon 16th Aug.	Sea Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th August, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TEAN"	On 5th Aug. 4 P.M.
SHANGHAI	"ANHUI"	On 7th Aug. 4 P.M.
HOIHOW & HAIPHONG	"KAIFONG"	On 9th Aug. 4 P.M.
SHANGHAI	"CHENAN"	On 9th Aug. 4 P.M.
WUHAIR & TIENSIN	"CHICHOW"	On 10th Aug. 4 P.M.
MANILA, CEBU and ILOILO	"CHINUA"	On 12th Aug. 4 P.M.
SHANGHAI	"LUCHOW"	On 14th Aug. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amiships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

R.E.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 13 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 5th August, 1913. TELEPHONE 35. AGENTS [7]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 5th Aug. at 11 A.M.
"HAITAN"	Capt. J. S. Rouch	FRIDAY, 8th Aug. at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Month of July and August FIRST CLASS RETURN FARES to FOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,
GENERAL MANAGERS.

Hongkong, 1st August, 1913.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	...	On 16th Aug. 11 A.M.
ALDENHAM	...	On 19th Sept. 11 A.M.
ST. ALBANS	...	On 31st Oct. 11 A.M.
EASTERN	...	On 31st Oct. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA"

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and VANCOUVER (E.U.) and PORTLAND (O.R.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:	FOR MARSEILLES, HAVRE and HAMBURG:
S.S. SCANDIA ... 14th Aug.	S.S. PREUSSEN ... 13th Aug.
S.S. SENEGAMBIA ... 26th Aug.	FOR HAVRE, DUNKERQUE, ROTTERDAM & HAMBURG:
S.S. UCKERMARK ... 28th Aug.	S.S. BERNUDA ... 18th Aug.
S.S. LIBERIA ... 11th Sept.	FOR MARSEILLES & HAMBURG:
S.S. ARABIA ... 23rd Sept.	S.S. SAXONIA ... 22nd Aug.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SILESIA ... 26th Aug.
	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (O.R.):
	S.S. UCKERMARK ... 27th Aug.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SUBEVA ... 4th Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd August, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,500 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug. Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug. at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept. at Noon.
HONGKONG MARU	S. Tog	FRIDAY, 19th Sept. at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept. at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU on THURSDAY, the 7th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUYO MARU and KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARIQUA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,200	TUESDAY, 5th Aug. at 5 P.M.
BUYO MARU	10,500	SATURDAY, 4th Oct. at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec. at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurtry	Manila, Mangarin, Cebu and Iloilo	On 6th Aug. 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 15th Aug. 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewardess Carried. For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers, Hongkong, 2nd August, 1913.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES
PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.
FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug. at 1 P.M.
"CANADA MARU"	K. Hori	SATURDAY, 23rd Aug. at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept. at 1 P.M.
"PANAMA MARU"	J. Kano	WEDNESDAY, 17th Sept. at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct. at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct. at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
"LUZON MARU"	H. Yamamoto	TUESDAY, 26th Aug. 4 P.M.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept. 4 P.M.
"INDO MARU"	K. Komiya	TUESDAY, 2nd Oct. 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug. P.M.
"INDO MARU"	K. Komiya	SATURDAY, 30th Sept. P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 2nd Oct. P.M.

CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAISO MARU"	Y. Yamamoto	WEDNESDAY, 13th Aug. at 2 P.M.
"DAIGI MARU"	S. Tokushige	SUNDAY, 10th Aug. at Noon.
"SHOSHU MARU"	T. Fuchigami	SUNDAY, 10th Aug. at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	FRIDAY, 8th Aug. at 10 A.M.
"SOSHU MARU"	K. Tashiro	LEAVING

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER
Second Floor, No. 1, Queen's Building

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1, and Watkins's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 504, or 681.

NO. 1 DOCK. Docking Length 515 ft.	NO. 2 DOCK. Docking Length 376 ft.	NO. 3 DOCK. Docking Length 481 ft.
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Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards, or 141 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK"	17,000	Wed. day, 5th Aug. at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DUELOW"	16,900	About Wed. day, 6th Aug.
MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	6,000	Saturday, 9th Aug. at 9 A.M.
KOBE	"PRINZ WALDEMAR"	6,000	About Tuesday, 19th Aug.
JESSELTON, KODAT and SANDAKAN	"BOHNEO"	5,000	About End of August

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,
MELOERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 25th July, 1913.

SHIPPING IN PORT.

STEAMERS.

ARAGONIA, German str., 3,223, A. Enigh, 2nd August—Keelung 3rd July, General—Hamburg-Amerika Linie.	MANDARIN MARU, Japanese str., 3,341, T. Ota, 1st August—Moji 26th July, Coal—Mitsui Bussan Kaisha.
ARMATON ARCAN, British str., 2,931, W. Walker, 1st August—Moji 26th July, General—David Sassoon & Co.	MATHILDE, German str., 891, G. Schlaikier, 3rd August—Hoihow 2nd August, General—Jensen & Co.
General—David Sassoon & Co.	MAUSANG, British str., 1,448, W. H. Aleock, 3rd August—Sandakan 25th July, Timber—Jardine, Matheson & Co.
Calley, 30th July—Moji 26th July, Coal—Gibb, Livingston & Co.	MISUMI MARU, Japanese str., 1,805, Uchikoshi, 27th July—Kwang Yen 24th July, Stone—A. Buno & Co.
CHIYO MARU, Japanese str., 7,250, W. W. Greene, 31st July—San Francisco 1st July, General—Toyo Kisen Kaisha.	NAUSANG, British str., 2,501, H. E. Gilroy, 2nd August—Moji 26th July, Coal and General—Jardine, Matheson & Co.
Chicago Maru, Japanese str., 3,183, Goto, 31st July—Manila 25th July, Flour and General—Osaka Shosen Kaisha.	PETER RICKMERS, German str., 3,100, Schwemann, 25th July—Moji 19th July, Coal—Mitsui Bussan Kaisha.
CHIPSUR, British str., 1,189, Mayrick, 2nd August—Tientsin 24th July, General—Jardine, Matheson & Co.	PERSEUS, British str., 4,299, D. Robinson, 2nd August—Fochow 1st August, General—Butterfield & Swire.
DAINICHI MARU, Japanese str., 1,693, M. Sudzuki, 2nd August—Moji 27th July, Coal—Mitsui Bishi Goshi Kaisha.	ROBERT DOLLAR, British str., 3,420, R. E. Morton, 26th July—Moji 23rd July, Coal—Robert Dollar & Co.
DRIFER, Norwegian str., 1,102, J. Bing, 2nd August—Swatow 1st August, Rice—Chinese.	SELMA, Norwegian str., 860, D. Hoberndel, 30th July—Bangkok 23rd July, Rice—Chinese.
EMPEROR OF ASIA, British str., 8,583, S. Robinson, 30th July—Liverpool 1st June, General—Canadian Pacific Railway.	SABINE RICKMERS, Dutch str., 375, Jagt, 25th July—Swatow 24th July, Ballast—Asiatic Petroleum Co.
Fochow, British str., 1,225, Lewis, 26th July—Java and Parobling 10th July, Sugar—Butterfield & Swire.	SHIMIZU MARU, Japanese str., 3,508, J. Iwasawa, 2nd August—Seattle, General—Nippon Yusen Kaisha.
FOOHING, British str., 1,423, W. D. Welsh, 26th July—Karatsum 23rd July, Coal—Jardine, Matheson & Co.	SHIN, British str., 992, F. Prynn, 22nd July—Antung 17th July, Ballast—Asiatic Petroleum Co.
GLESORE, British str., 2,389, Graves, 1st August—Singapore 23rd July, General—Chinese.	SITSANG, British str., 1,770, H. Simpson, 30th July—Calcutta 23rd July, General—Jardine, Matheson & Co.
HACHING, British str., 1,267, W. C. Passmore, 3rd August—Amoy 2nd August, General—Douglas, Lapraik & Co.	TAMHUX, Chinese str., 1,216, R. Faranore, 27th July—Shanghai 23rd July, General—Chinese.
HAUSUKI MARU, Japanese str., 2,361, S. Suda, 31st July—Moji 23rd July, Coal—Osaka Shosen Kaisha.	TAI, British str., 1,351, Wake, 2nd August—Manila 31st July, General—Butterfield & Swire.
HALVAND, Norwegian str., 1,006, C. Anderson, 2nd July—Java 12th July, Sugar—Java-China-Japan Lijn.	TEUCER, British str., 5,816, W. Yarwood, 2nd August—Shanghai 30th August, General—Butterfield & Swire.
HAIRANG, British str., 1,362, A. E. Hodgins, 1st August—Swatow 31st July, General—Douglas, Lapraik & Co.	TIMONAS, Dutch str., 3,006, E. H. Kees, 2nd August—Amoy 31st July, General—Java-China-Japan Lijn.
HANYANG, British str., 1,206, Joan Cogan, 23rd July—Samarang 15th July, Sugar—Butterfield & Swire.	UNAKI MARU, Japanese str., 2,275, Y. Nagato, 31st July—Moji 24th July, Coal—Mitsui Bussan Kaisha.
HONGKONG, French str., 739, A. Marquerite, 2nd August—Hoihow 31st July, General—A. B. Marty.	
JAPAN, British str., 2,584, Seddon, 2nd August—Moji 26th July, Coal—David Sassoon & Co.	
JOHANN, German str., 992, U. Ipland, 25th July—Tegal, General—Jensen & Co.	
KAIFONG, British str., 891, Sidford, 1st August—Hoihow 31st July, General—Butterfield & Swire.	
KALIMA, British str., 3,041, Stewart, 1st August—Durban 30th June, Bulk Oil—Dodwell & Co.	
KIYO MARU, Japanese str., 7,250, Hashimoto, 15th July—Moji 13th July, General—Toyo Kisen Kaisha.	
KWANGSE, British str., 1,225, G. J. Spink, 26th July—Eaigon 22nd July, Rice—Butterfield & Swire.	
KWANGSE, Chinese str., 1,439, C. Stewart, 22nd July—Shanghai 18th July, General—Chinese.	
LENTES, British str., 1,340, Wawin, 21st July—Saigon 17th July, Rice—Chinese.	
LINAN, British str., 1,350, C. C. Williams, 2nd August—Shanghai 26th July, General—Butterfield & Swire.	
LOCKSM, German str., 1,020, W. Taubert, 2nd August—Swatow 1st August, General—Meloers & Co.	

PASSED THE CANAL.

May 30th—Antiochus, Nore.
June 6th—Tylos, Den of Chinit.
June 10th—Nippon.
June 13th—Andani, Nile.
June 17th—Dunbar.
June 20th—Cotswold Range, Yangtze.
June 21st—Meinam.
June 25th—Palawan, Afghan Prince, Arabia, Glenfarg.
July 4th—Price, Polynesia.
July 8th—Ambria, Goeben, Japan, Theros, Baron Ogilvy, Neleus.
July 11th—Annam, Hyson, City of Baroda, Nyanza, Baron Sedburgh.
July 15th—Bendomoh, Idomeneus, Sumatra, Waka Maru, Kinto.
July 16th—Ak, Maru, Australian, Australia, Britain, Lyo Maru.
July 24th—Dagader, Deception, Luton, Yuba, Patroclus, Samha, Abreus, Sanyambina.
August 1st—Armand Belin, Idomeneus, Sab, Maru, Schapkorst, City of Baroda.

ARRIVALS AT HOME.

August 1st—Hirano Maru, Mishima Maru, Moynae, Segovia, Baron Drisen, Bacterinolan.

